

Having thus described the invention, it is claimed:

1. A vehicle steering wheel lock for mounting solely on the steering wheel and comprising:

an elongated sleeve member having an axis, first and second ends, a first hook means intermediate said ends to engage the rim of said steering wheel from the inside thereof, and a projected portion adapted to extend beyond said first hook means and said rim;

an elongated shaft member telescopically receivable in said sleeve member and having a second hook means facing oppositely to said first hook means to engage the rim of said steering wheel from the inside; and,

locking means adapted to permit telescopic movement of said shaft member only out of said sleeve member when locked, and to permit telescopic movement of said shaft member into said sleeve member only when unlocked.

2. A steering wheel lock as defined in claim 1, wherein said shaft member is formed as a rod member of circular cross-section, and said sleeve member is formed as a tubular member of circular cross-section.

3. A steering wheel lock as defined in claim 2, wherein said locking means comprises a series of longitudinally adjacent ratchet teeth on said rod member, said ratchet teeth having conical bearing surfaces extending radially outwardly in a direction axially away from said second hook means and annular stop surfaces perpendicular to said axis, a lock housing mounted on said first end of said tubular member, said lock housing including a passageway extending therethrough coaxially with said axis and adapted to receive said rod member telescopically therethrough, a ratchet pawl in said housing, serving means in said housing adapted to bias said ratchet pawl into engagement with said ratchet teeth when said rod member is received in said

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passageway, and key lock means in said housing, said key lock means being adapted to withdraw said ratchet pawl out of engagement with said ratchet teeth against said spring bias.

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4. A steering wheel lock as defined in claim 3, wherein said key lock means has an open and a closed condition, and is adapted to permit said spring means to bias said ratchet pawl into engagement with said ratchet teeth when in said closed position and to withdraw said ratchet pawl out of engagement with said ratchet teeth against said spring bias when in said open condition.

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5. A steering wheel lock as defined in claim 4, wherein said housing includes a bore extending perpendicularly to said axis, said bore having a closed end internally of said housing and an open end opening on said passageway, said spring means comprises a coil spring received in said bore and disposed at said closed end thereof, said ratchet pawl is a shaft received in said bore and biased outwardly of said bore by said spring, said shaft having an angular end surface, and;

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said bearing surfaces of said ratchet teeth are adapted to register with said angular end surface each to move said shaft into said bore against said spring as said rod member is telescopically moved out of said tubular member.

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6. A steering wheel lock as defined in claim 5, further comprising a second bore in said housing having an inner end opening on said first bore and an outer end opening exteriorly of said housing, and a lock cylinder closely and securely received in said outer end of said second bore, said cylinder having a torque blade rotatable between a locked and an unlocked position, said torque blade being engaged with said ratchet pawl to move said ratchet

10 pawl against said spring as said torque blade is rotated
from said locked to said unlocked position.

7. A method of locking a motor vehicle against theft comprising the steps of:

5 (a) providing an elongated tubular steering wheel lock having an axis and first and second hooks opening oppositely along said axis, said hooks being adapted to engage a steering wheel rim from the inside;

(b) providing means for shifting said second hook between a plurality of positions axially spaced from said first hook;

10 (c) providing locking means having a locked and an unlocked condition, said locking means being adapted to permit said shifting of said second hook only in a direction away from said first hook when in said locked condition and in a direction toward said first hook only when in said unlocked condition;

15 (d) placing said locking means in said locked condition; and,

20 (e) placing said first hook in engagement with said steering wheel rim, and shifting said second hook axially away from said first hook into an axially spaced position with said second hook engaged with said steering wheel rim.

8. A method as defined in claim 7, further comprising the step of:

(f) providing means for rotating said second hook about said axis with respect to said first hook.